

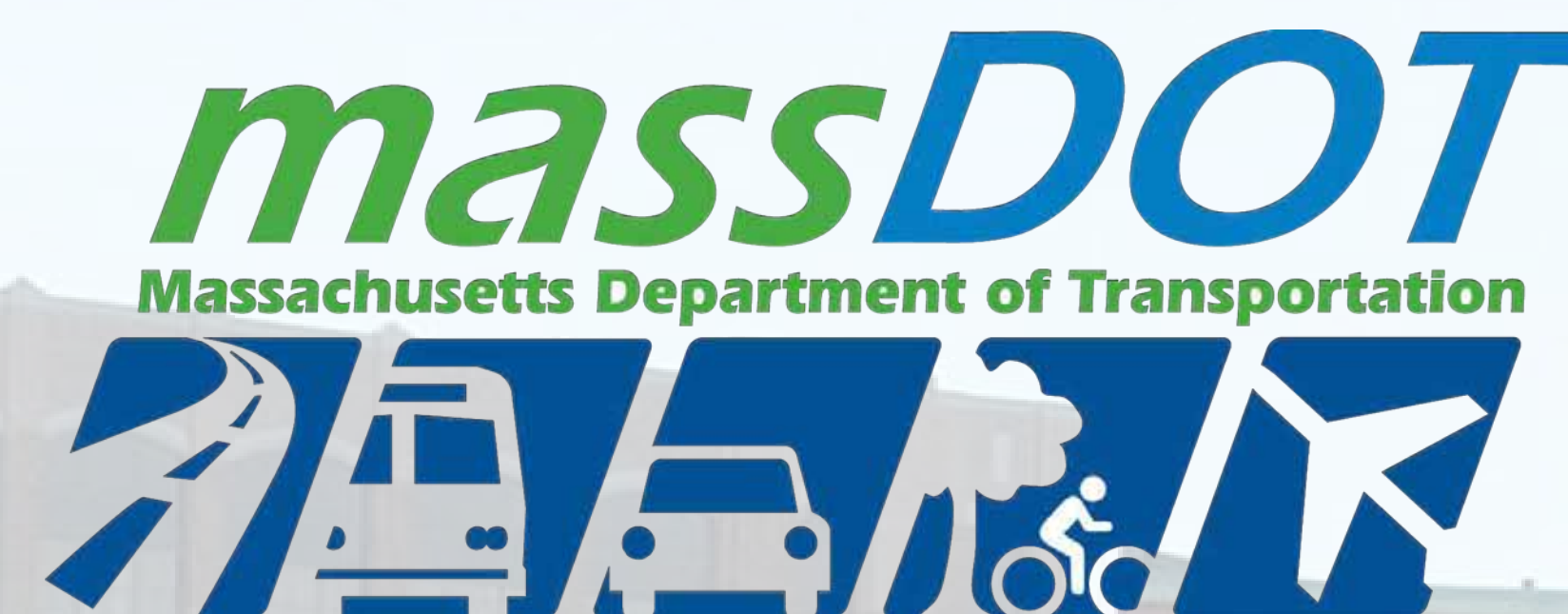
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LOWER MYSTIC REGIONAL WORKING GROUP

MassDOT | CTPS | MAPC | City of Boston | City of Everett | City of Somerville

**WORKING TOGETHER TO IMPROVE
TRANSPORTATION + MOBILITY
IN THE SULLIVAN SQUARE AREA**



Working Group Members

- City of Boston
- City of Everett
- City of Somerville
- MassDOT
- Metropolitan Area Planning Council

Working Group Participants

- Attorney General's Office
- MA Gaming Commission
- Executive Office of Housing and Economic Development
- MassPort
- Office of Congressman Capuano
- Wynn Casino

Technical Support and Facilitation

- Central Transportation Planning Staff
- Metropolitan Area Planning Council
- Consensus Building Institute

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Projections for LMWRG Impact Analysis Area

	2010	2040 Planned Growth
HOUSEHOLDS	122,475	174,982 (43%)
POPULATION	302,273	395,998 (29%)
JOBS	137,151	212,445 (55%)
TOTAL DAILY TRIPS	1,098,041	1,473,547 (34%)

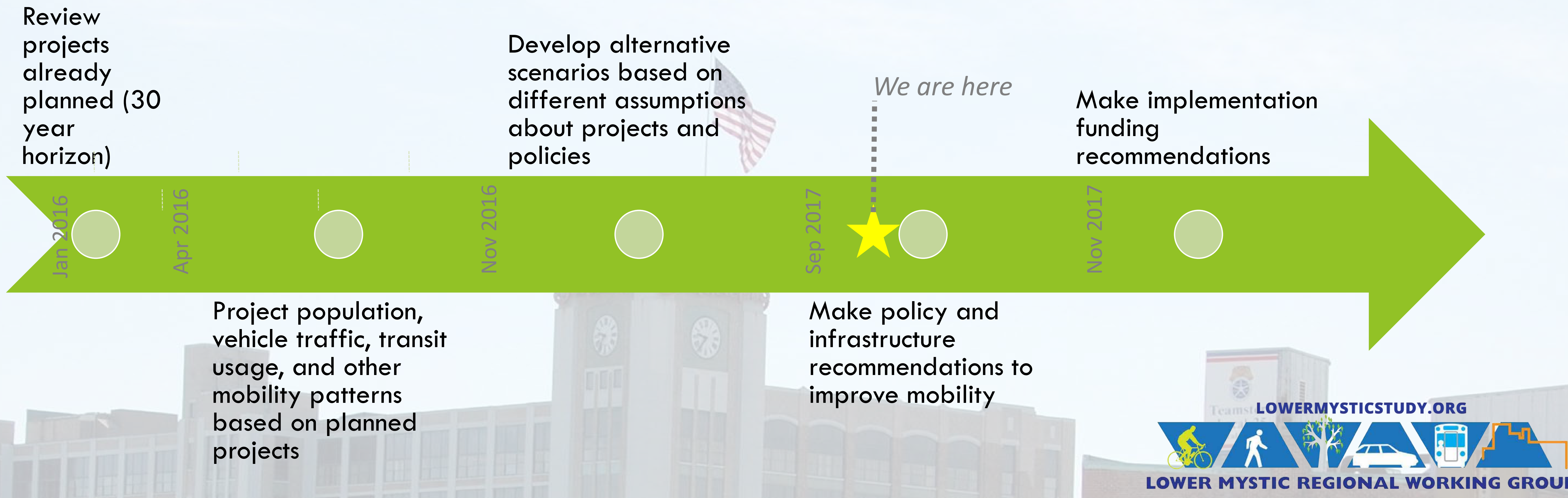
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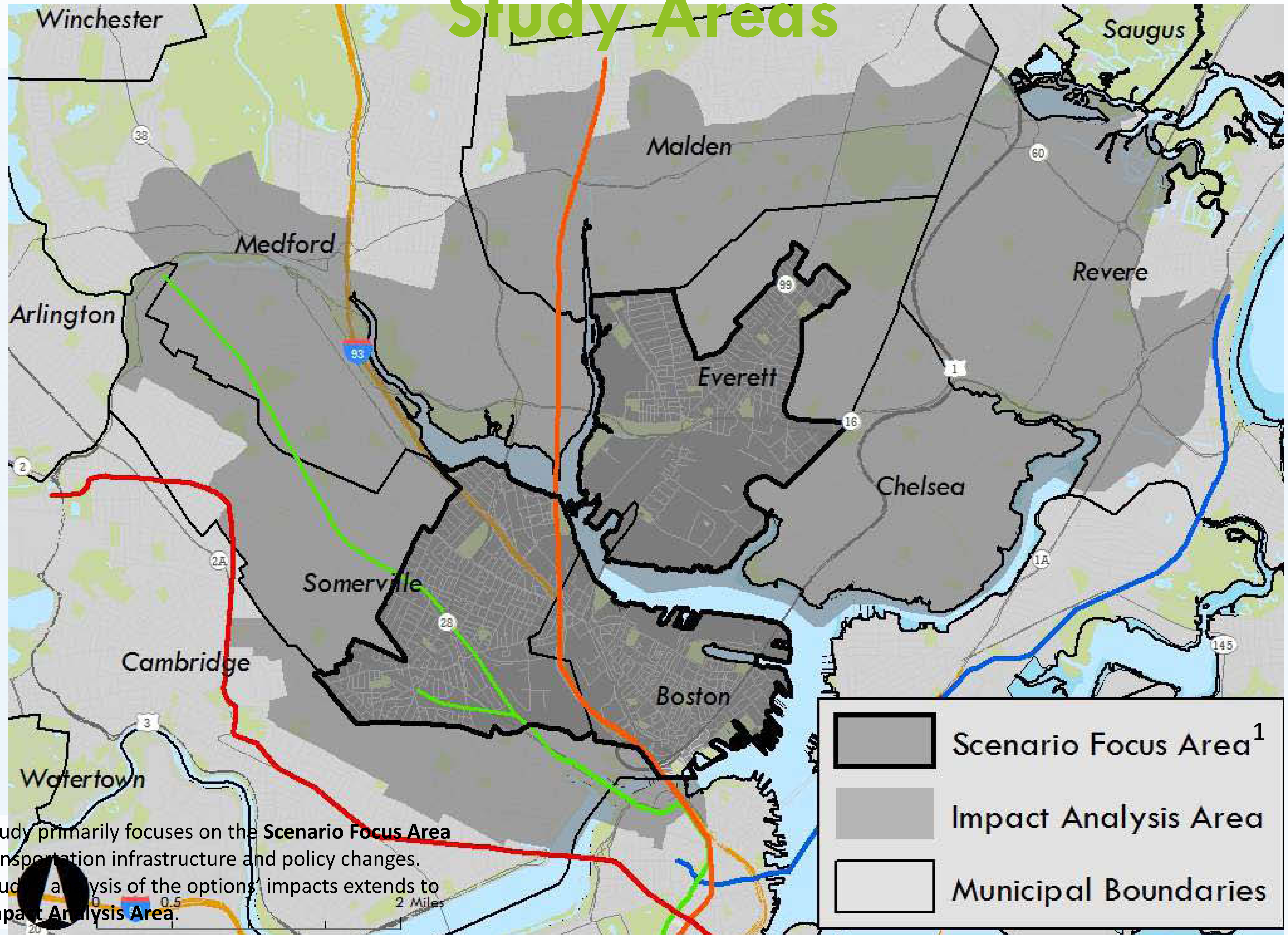
Study Purpose and Process

Create a plan for the Lower Mystic Area that will:

- Mitigate anticipated congestion and provide more transportation choices for area residents and workers
- Establish a framework for funding jointly agreed-upon transportation priorities
- Improve mobility and opportunity for the area's low income residents
- Enhance the livability of the area
- Address environmental concerns related to increased traffic

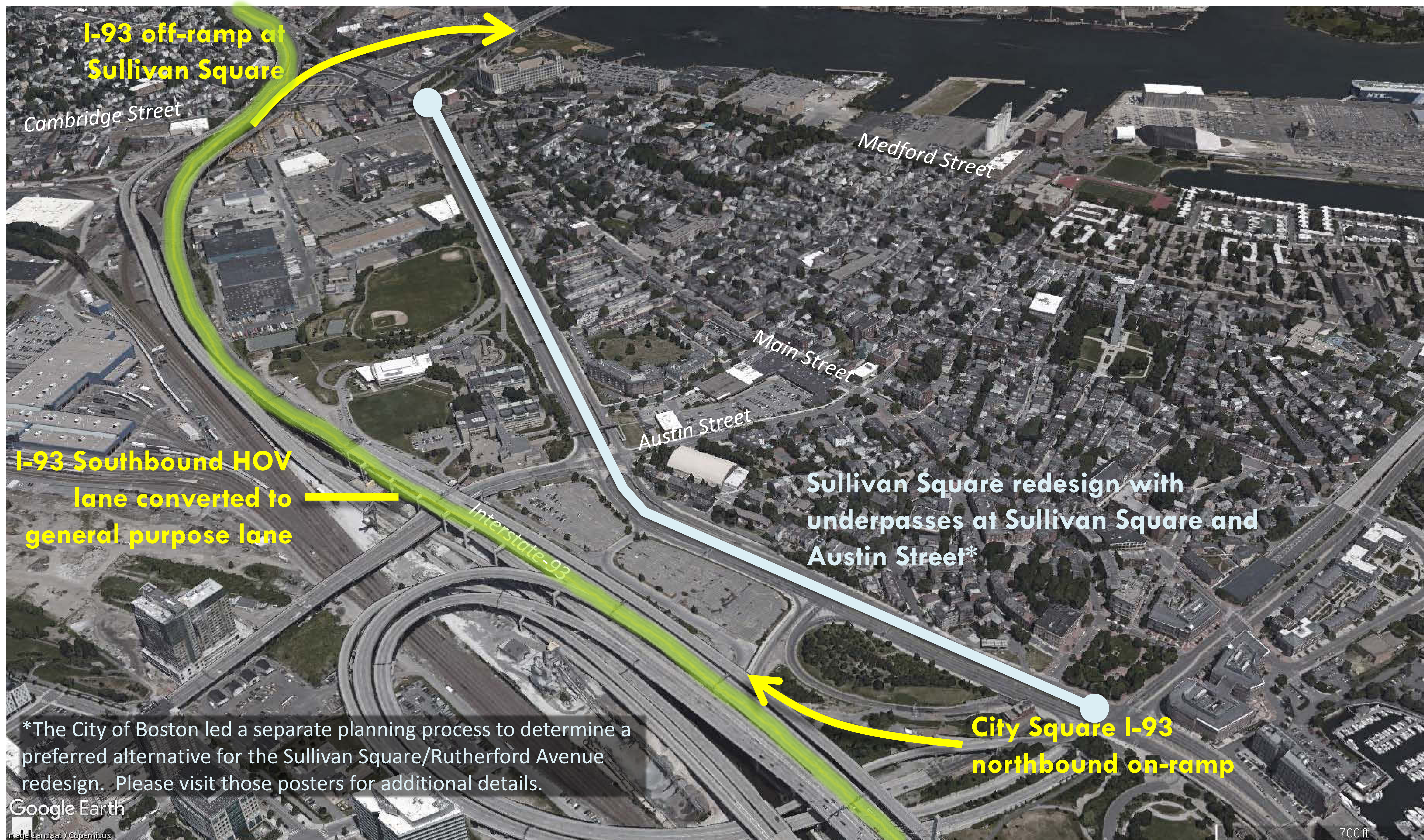


Study Areas



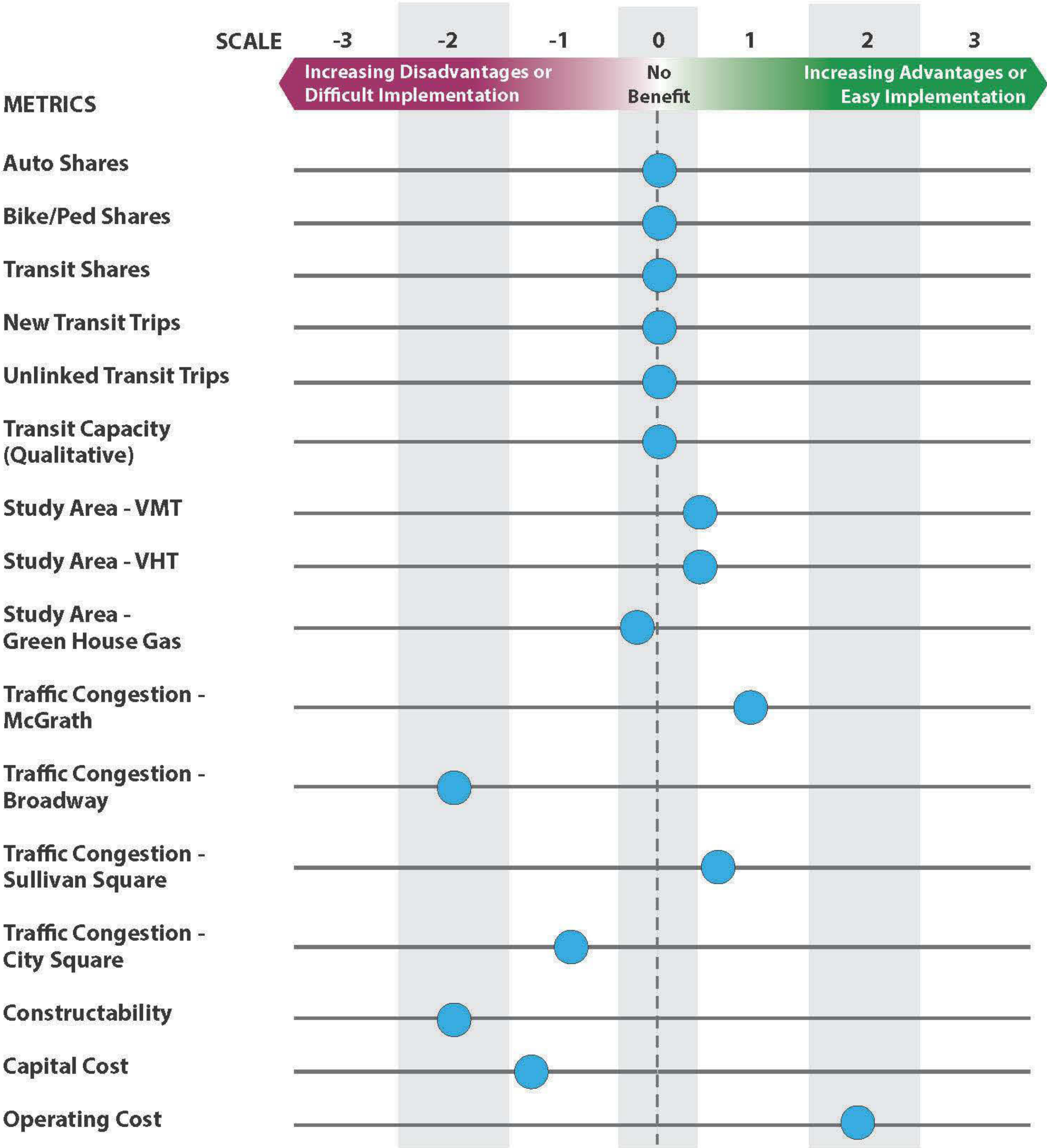
¹ The study primarily focuses on the **Scenario Focus Area** for transportation infrastructure and policy changes. The study analysis of the options' impacts extends to the **Impact Analysis Area**.

Road and Highway Options



Road and Highway Options

Road and Highway Options
Alternative 5: Ramps and Lanes
Proposed Metrics and Scale for Analysis of Alternatives



Dated: September 25, 2017



Policy Options

Municipalities can enact various policies to help mitigate traffic impacts. Policies can be at the municipal level or apply to developers/employers (often known as transportation demand management, TDM).

- Market rate parking for commuters (applied to high growth employment areas)¹
- Reduced off-street parking for new residences
- Incentivizing working-from-home and flexible work schedules
- Transportation Management Association buses²
- Employer-funded T passes, bike parking, shower/locker, financial incentives for walking/biking/carpooling³

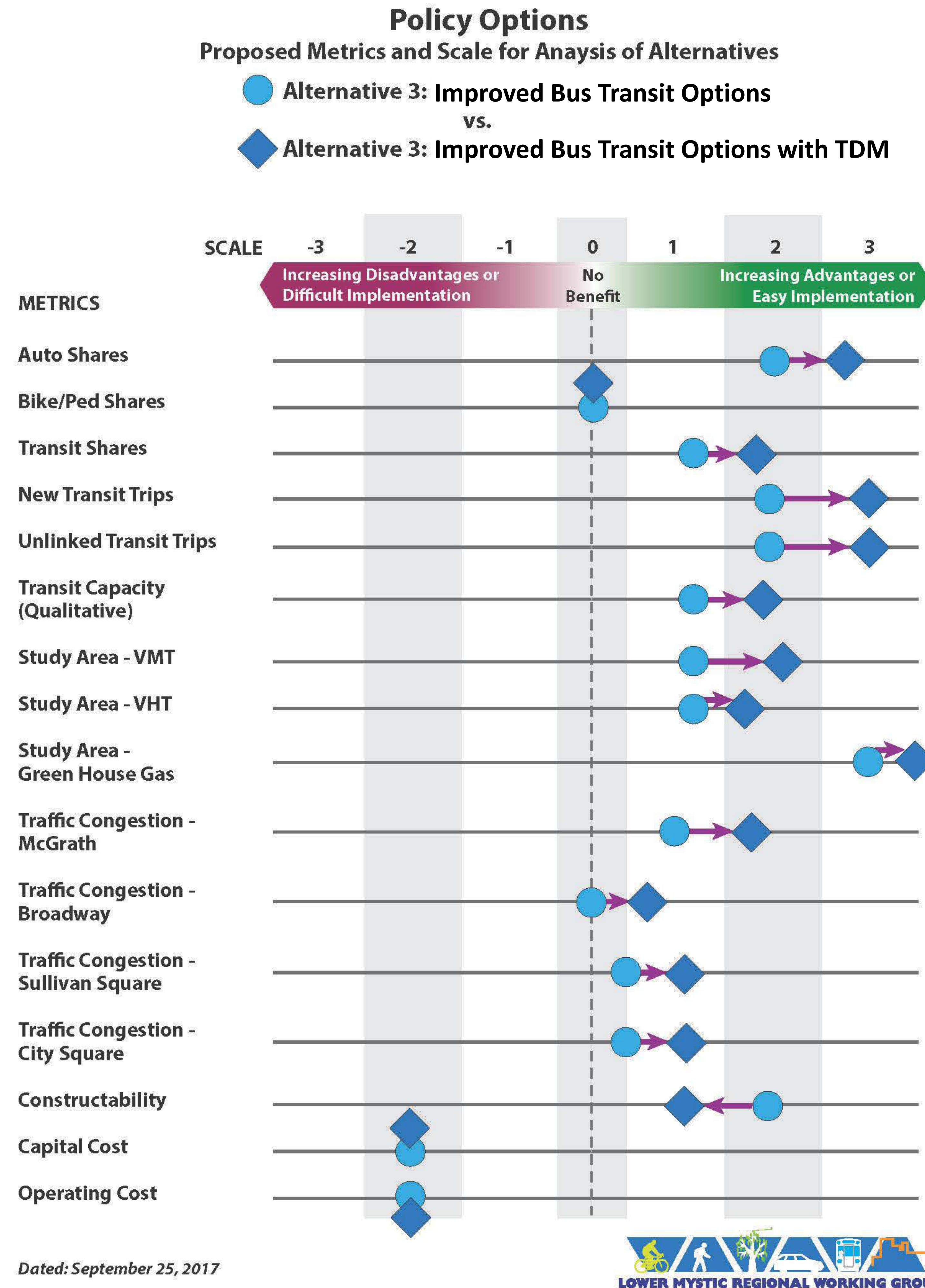
¹ The “market rate” for commercial parking was modeled at a future estimated rate for locations expected to see high rates of development growth.

² TMA buses were not modeled separately but could take the role of one or more proposed MBTA bus lines (see Bus Transit Improvements Options station)

³ These elements were not modeled but would supplement other policies in managing traffic demand

Policy Options

Transportation Demand Management (TDM) policies can enhance the positive effects of the various transportation infrastructure improvements. As an example, the chart on the right shows the effects of incorporating TDM policies along with the Bus Transit options. TDM policies improved 12 of the 16 metrics measured.



Major Transit Infrastructure Options

